IN THE SPECIFICATION:

The specification is changed as follows:

Paragraph 9 is amended as follows:

Figure 1B shows another conventional space frame 850. The frame 850 includes a spaced pair of upper tubular members 852, 854 and a spaced pair of lower tubular members 856, 858. The upper and lower members 852-858 are interconnected by respective spaced pairs of cross members 860, 862 and 864, [866] 865. Further, similarly with the frame 800, respective pairs of the upper and lower members 852, 854 and 856, 858 are connected by laterally extending cross members 866 (connecting the upper members 852, 854) and cross members 868 (connecting the lower members 856, 858).

Paragraph 50 is amended as follows:

Figures 18A-18G are cross sectional views of exemplary configurations for the upper member, lower member, forward cross member, and rearward cross member taken along line [A-A] 18A-G – 18A-G in Figure 5 or line [B-B] 18A-G – 18A-G in Figure 13; and

Paragraph 59 is amended as follows:

The members 30, 32, 34, and 36 of the frame 12 may be considered closed tubular structures and may be preferably constructed of tubular members with elongated sectional geometries; i.e., tubular members with a ratio of a sectional width to a sectional height greater than one. Figures 18A-18G show possible contemplated cross sectional configurations (such as taken at line [A-A] 18A-G – 18A-G in Figure 5) of the members 30, 32, 34, and 36. Figures 18A-18G will be further discussed below. It is noted that the members 30, 32, 34, and 36 need not be closed tubular structures. Other possible configurations include I-beam configurations and two beams welded together.

Paragraph 88 is amended as follows:

The members 302, 304, 306, and 308 of the frame 300 may be considered closed tubular structures and may be preferably constructed of tubular members with elongated sectional geometries; i.e., tubular members with a ratio of a sectional width to a sectional height greater than one. Figures 18A-18G show possible contemplated cross sectional configurations (such as taken at line [B-B] 18A-G - 18A-G in Figure 13) of the members 302,

304, 306, and 308. Figures 18A-18G will be described in more detail below. It is noted that the members 302, 304, 306, and 308 need not be closed tubular structures. Other possible configurations include an I-beam configuration and two beams welded together.

Paragraph 97 is amended as follows:

[Each] A wheel assembly [14',] 15' is pivotally connected (for pivotal movement about a respective generally vertically extending steering axis) to a laterally outermost end of the respective a-arm [20',] 21', as described above. Similarly, a wheel assembly (not visible) is pivotally connected to a laterally outermost end of the respective a-arm 20' described above. Each of the wheel assemblies [14'] e.g., 15', may include an upright structure that is pivotally connected (for pivotal movement about the respective steering axis) to the outermost end of the respective a-arm 20', 21'. Further, a hub assembly, as described above, is rotatably mounted to the respective upright structure.

Paragraph 100 is amended as follows:

As shown in Figures 10 and 16, the ATV also has a steering system, which includes a steering member 365. The steering member 365 may have grip portions (not shown) on opposite ends thereof. A steering column 366 extends generally downwardly from a central portion of the steering member 365. Shown in Figure 17, the upper member 302 provides a generally vertically extending opening 368 there through, which allows the steering column 366 to pass there through and extend toward the lower member 304. Referring back to Figures 10 and 16, a steering control structure 370 is mounted to the forward cross member 306 and engages a lower portion of the steering column 366. The steering control structure 370 may have a pair of outwardly extending steering arms (not shown), which are connectable with respective wheel assemblies [14'] e.g., 15', to thereby impart pivotal movement of the wheel assemblies [14', 15'] (about respective steering axes). The steering control structure 370 is constructed such that rotational movement of the steering column 366 (e.g., rotational movement of the steering member 365) pivotal movement of the wheel assemblies [14', 15'] corresponding to the direction and the magnitude of displacement of the steering member 365 (i.e., the steering column 366).

Paragraph 104 is amended as follows:

It is noted that the members 30, 32, 34, 36 of the frame 12 and 302, 304, 306, 308 of the frame 300 are preferably formed from tubular members with an elongated sectional geometry (i.e., a first dimension being relatively greater than a second dimension normal to the first dimension). Figures 18A-18G show some examples of cross sectional configurations of the members 30, 32, 34, 36 taken at line [A-A] 18A-G – 18A-G in Figure 5 and of the members 302, 304, 306, and 308 taken at line [B-B] 18A-G – 18A-G in Figure 13. A rectangular sectional configuration is shown in Figure 18A. As indicated, a first dimension, for example width (indicated by w in Figure 18A) is greater than a second dimension, for example height (indicated by h in Figure 18A) of the sectional geometry. More specifically, a ratio of width w (the first dimension) to height h (the second dimension) of the section is greater than 1. Figure 18B shows an elliptical sectional configuration, which also has a ratio of width to height greater than 1. Figure 18C shows an oval sectional configuration. It is noted that for members with an ellipsoidal cross sectional geometry, such as shown in Figures 18B, 18C, and 18D, the first dimension, or width w, is provided by the major axis of the section and the second dimension, or height, is provided by the minor axis of the section.